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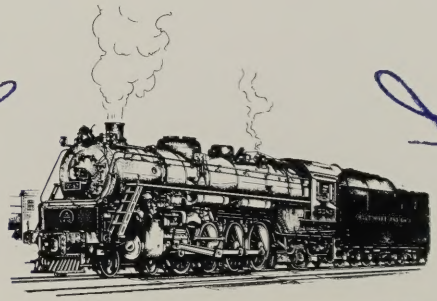
Garrett, Indiana, Railroad Town



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PREFACE

For Garrett, Indiana, railroading has been and to some degree continues to be a way of life. It owes its very existence to the needs of the Baltimore and Ohio Railroad for a division point and shop. It is named after John W. Garrett who had served the railroad company as president during the hectic years of the Civil War and the period of rapid expansion of the post war years. Garrett's street names reflect a list of the corporate officers of the Baltimore and Ohio Land Improvement Company including J.L. Randolph, John King, William Keyser, John K. Cowen, and W.C. Quincy.

The steam locomotive was also a major contributor to Garrett's past. The roundhouse and shops which maintained them were the places of employment for literally thousands of men during the age of steam. The pall of coal smoke that hung over the community, the tolling of the bells, the bark of exhaust, and the mournful sound of the whistles became part of the heart and soul of the community.

Those engines are gone---replaced by locomotives that demand less labor for maintenance and have a higher rate of availability, but the railroaders are still part of Garrett. These men who know the extra board, the caller, and timetable are the ones to whom this booklet is dedicated. They and their machines, both steam and diesel, made Garrett, Indiana, what it is---a railroad town.

FRONT COVER: Train Number 7, the B.& O. Limited, has changed locomotives and is now waiting for the high ball signal to Chicago. The activity has drawn many citizens down to Garrett's passenger station. Circa 1910. Photo Collection of Robert W. Parker.

REAR COVER: Built by the B&O's own shops at Mount Clare, T-3's 5568 and 5580 represent the best in steam on the Chicago Division. They are pictured at Garrett on May 19, 1948. Photo by C.W. Jernstrom.

B&O

Garrett, Indiana, Railroad Town

By Walter B. Sassmannshausen, Jr.

For The Garrett Historical Society

1980

The B&O

Garrett's beginnings really go back to the chartering and building of the first railroad in the United States, the Baltimore and Ohio Railroad, in 1827. The original articles of incorporation approved by the Maryland Legislature authorized the building of "two or more sets of rails from Baltimore to the Ohio River." The "First Stone" which formally marked the beginning of construction was laid on July 4, 1828, under the auspices of the Masonic Order. Ninety-year-old Charles Carroll of Carrollton, the last surviving signer of the Declaration of Independence, cast the first spade full of earth. Sensing the importance of what was taking place, Carroll said: "I consider this among the most important acts of my life second only to my signing the Declaration of Independence, if even second to that." From the symbolic beginning grew the railroad that is now part of the massive Chessie System.

The early B&O ran its original line of 14 miles to Ellicott City first with horse power and experiments with dogs and, for a short time, the "sail car." By September 1829, Peter Cooper had built the first successful locomotive, "Tom Thumb," which lost the famous race with a horse car only after a minor mechanical failure. From this rather crude locomotive with its upright boiler came the line of motive power that grew through the age of steam to the present diesel age.

By 1831, the railroad had reached Frederick, Maryland, and by December 1, 1834, its mileage had extended to Harpers Ferry, West Virginia, 81 miles. On November 5, 1842, the halfway point to the objective--the Ohio River--was reached at Cumberland, Maryland. During the next decade, the Baltimore and Ohio Railroad crossed the Allegheny, reaching the Ohio River at Wheeling, West Virginia, on June 22, 1852. Five years later, it had a line into Saint Louis, via Parkersburg and Cincinnati.

The Civil War years saw the Baltimore and Ohio Railroad play a strategic role for both the Confederate and Federal troops. The line that ran from Washington, D.C. to Harpers Ferry ran near several of the principal battlegrounds where some of the most hotly contested engagements were fought. The railroad suffered causalties too. As an example, the month of July 1861 saw 14 locomotives and several passenger and freight cars taken from the line between Harpers Ferry and Martinsburg, West Virginia. The constant pressure of war caused the railroad to grow and also forged it forever into the nation's history.

As early as 1868, steamship connections from the B&O's Locust Point (Baltimore) to Europe through Bremen established the railroad as a link to foreign trade. Three years later, the company had extended another rail line westward to Pittsburgh, Pennsylvania, and by 1874, to Chicago. With the addition of its line to Philadelphia and by means of the Reading and Jersey Central Railroads, it formed the last big link in its main chain, effecting an entrance into New York waterfront properties on Staten Island, New York.

Throughout its history, the Baltimore and Ohio listed many "firsts" such as the "Tom Thumb" of 1829, the first 8-wheel passenger coach, the "Columbus" of 1831, the first iron box cars of 1844, the first electric locomotive placed in regular service in 1895, the first operation of an air-conditioned car, the "Martha Washington" diner in 1930, and the first operation of diesel-electric locomotives in long distance passenger service in 1935. Today as part of the Chessie System, the Baltimore and Ohio continues as a vital link in America's transportation network.

Garrett, Indiana

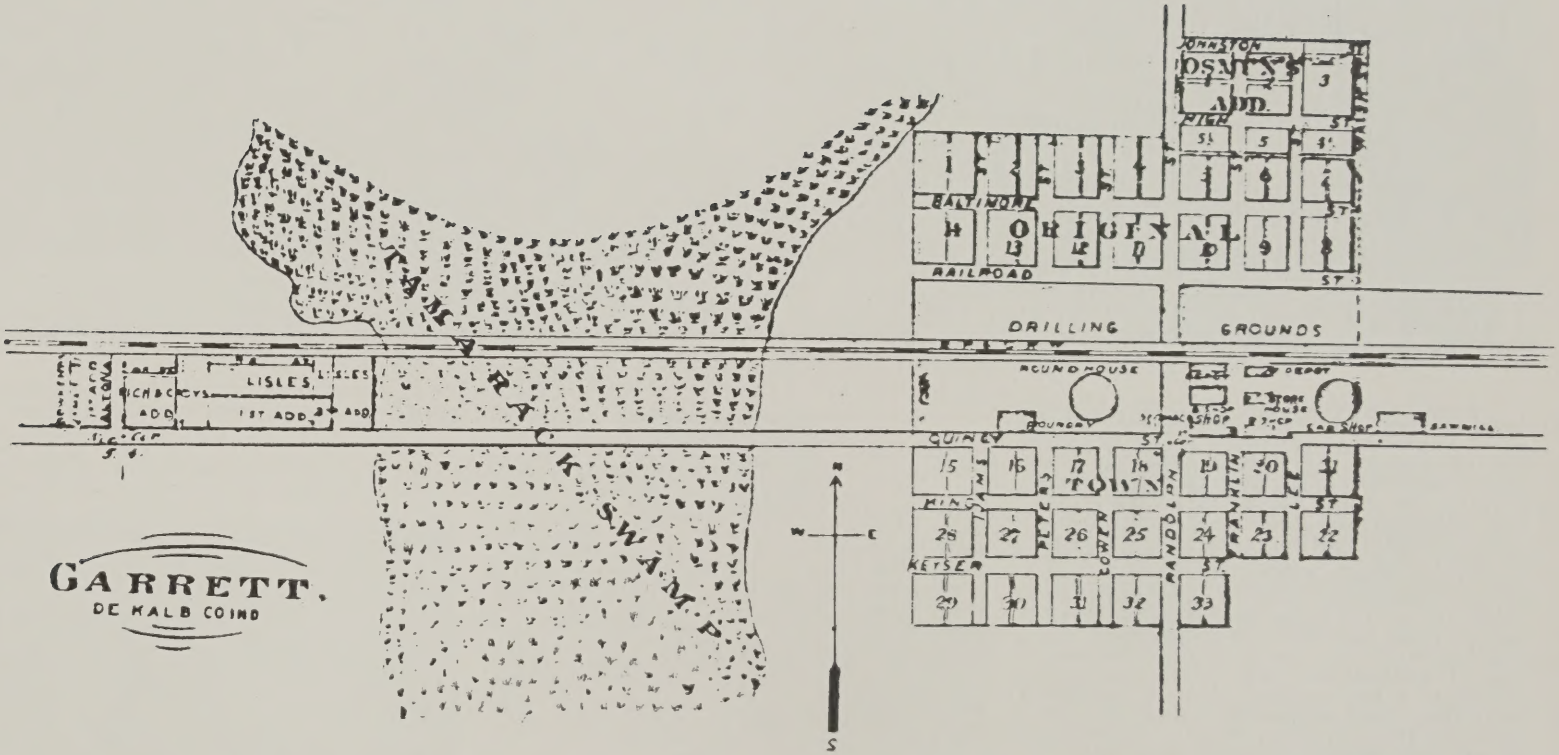
The first survey of what was to become the Chicago Division of the Baltimore and Ohio began in fall 1871. It started through Havanna, Ohio, west to Republic to connect with the Mad River and Lake Erie Railway. Work continued through Tiffin to Fostoria where activity was suspended until spring. In March, the survey continued toward Defiance.

Railroad construction through this area was extremely difficult as the land was heavily forested with water standing a foot deep. These same woods were the source for timbers used to build 396 trestles on this division which would have stretched for nine miles if they had been continuous. The trestles were used rather than attempting to fill and grade the ravines, swamps, and marshes. In December 1872, the line was relocated from Republic to Chicago Junction, later remamed Willard.

One of the swamps that caused the railroad construction crews special problems was the Tamarack Swamp located between present day Garrett and Altona. The Tamarack was 1,200 to 1,500 feet in length, with its actual depth never being accurately determined (it probably exceeded 85 feet). It was so densely covered with brush that the lake in its center was not visible from the track. To cross this obstacle, the railroad used a trestle 1,142 feet long. From the time the first train passed over the trestle, it began to settle. A force of carpenters and laborers were kept busy for months. The Tamarack trestle was filled in 1886 and 1887, first with clay that proved to be too heavy and then broken down cars, old bridge timbers, and cross ties, together with cinders and waste materials. The track itself was supported on a pontoon of old car sills and bridge stringers. Even after filling, it was not uncommon for the track to settle as much as two feet over night.

From Chicago Junction (Willard) the rails covered a distance of 262 miles west through Ohio, Indiana, and Illinois. It intersected the Illinois Central Railroad at Baltimore Junction, later called Brookdale.

The original site chosen for the railroad's division point was four miles east of Albion, Indiana, at a place called Wash Easter's Crossing. Land Agent J.K. Cowen of the Baltimore and Ohio Land and Improvement Company found that land prices in the area had been greatly inflated. In response to this, he quietly negotiated for twelve farms at the present site of Garrett before anyone was aware of his purpose. The 50 acres upon which Garrett was laid out cost $17,000. Within six months a total of $90,000 worth of lots had been sold. Garrett, named after John W. Garrett, president of the railroad company, was incorporated as a town on December 18, 1875, and reclassified as a city in 1898. Present street names reflect a



GARRETT, INDIANA, 1875

Taken from the 1876 Illustrated Historical Atlas of the State of Indiana

This modest brick depot was the traveler's first contact with Garrett, Indiana. It was enlarged in 1910.

Built to replace the original 6 stall enginehouse in 1875, this completely round 32 stall roundhouse was used until 1912.

list of the land company's corporate officers.

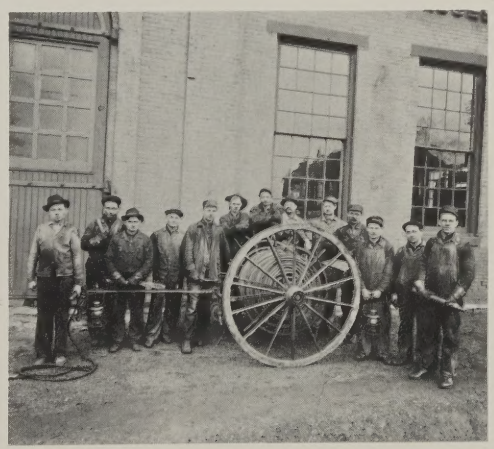
Mr. T.J. Frazier was instructed to locate a wye for turning engines, a six stall enginehouse and other railroad buildings at Garrett in October 1874. The original machine shop located on the north side of the tracks burned in November 1875. The original enginehouse was abandoned in 1875, and was used as a car shop and stock building for the Maintenance-of-Way Department. A new completely enclosed 32 stall roundhouse with a turntable was built with the first engine being turned on Christmas Day 1875. A new machine shop was completed on March 1, 1876. The original enginehouse and all its contents burned in a spectacular fire on December 30, 1884. The reflection of that fire could be seen for fifty miles. In September of 1885, Garrett received word that the car shops from Columbus and Zanesville, Ohio, were to be moved there.

Meanwhile, the first train on the Chicago Division was run on January 1, 1874, as far as Deshler, Ohio, with John F. Mitchell at the throttle. The first train to run over the entire division made the trip November 23, 1874, under control of Conductor William P. Lane and Engineers Frank Sembower and Reuben Lantz.

Even at this time, the rivalry between Defiance, Ohio, and Garrett led to the continual spreading of rumors that the shops would be moved from Garrett. Still Garrett grew. Engineers, firemen, conductors, brakemen, telegraphers, dispatchers, clerks, yardmasters, machinists, boilermakers, car repairers and builders, apprentices and helpers, sheetmetal workers, and laborers were all needed. Some were immigrants from Poland, Germany, Rumania, Italy, and Hungary. Those who were Catholic generally settled on the west side. The Germans, mostly mechanics, settled on the extreme east side. Blacks were brought from the South. Laborers were recruited from Chicago's slums for temporary jobs like handling materials, construction of tracks, and other manual labor. They were housed in camps and fed by commissaries under contract to the railroad. By 1907, employment had climbed to 1400 with a monthly payroll of $90,000.00.

Working conditions on the early railroads were harsh and dangerous. As an example, hand braking was the rule for stopping a freight train. Only straight air was used on the passenger trains. Brakemen received $1.40 per trip and the hours in service varied from 12 to 55 hours for a single trip. Overtime and safety rules were unknown. Cars were coupled by link and pin. This dangerous procedure was the cause of many deaths and maimings. There were no seniority rules and engineer or conductor was free to select his choice for fireman or brakeman.

To protect the men, brotherhoods (unions) were formed. In 1877, Division 153 of the Brotherhood of Locomotive Engineers was organized by John J. Delaney. That year also saw a system wide strike of the B&O over a 10% wage cut on all wages over $1



The rash of fires in railroad buildings probably motivated a group of B&O apprentices to form Garrett's first fire brigade.

Three Photos: Collection of Robert W. Parker

Garrett Historical Society Collection

This artist's impression of the Garrett Shops was first commissioned by the Garrett Clipper for use on that newspaper's masthead.

per day. President Rutherford B. Hayes used federal troops to keep order. In July, the troops fired into a mob at Camden Junction killing 10 and wounding 50. The threat of the use of Gatling guns broke the strike in August. Garrett, however, had remained peaceful throughout. In 1885, the Trainmen's Lodge was organized. In July 1894, Eugene Debs of the American Railway Union called a strike by ARU switchmen against the Wisconsin Central, Great Western, and Baltimore and Ohio, all of which used the Grand Central Station of Chicago. Engineers and firemen showed sympathy for the action. Garrett again remained calm though there were acts of sabotage on the division at Walkerton and Bremen.

Of special interest was the B&O Relief Department. In addition to performing employment physicals, it also accepted savings accounts and granted loans to its members for the purchase of homes. Many of Garrett's homes were purchased using B&O loans. The savings and loan feature of the Relief Department was discontinued in the 1940's.

The shops and yards grew until they covered almost 90 acres including 38 company buildings and 16 miles of yard trackage.

From Randolph Street west to Altona, the roster of facilities was as follows: a 32-stall roundhouse, 265 feet in diameter; sand house; office building; power plant; erecting shop and machine shop; blacksmith shop and storeroom; car shop; saw shop; lumber yard; car repair tracks; and stock pens.

Coaling was by coaling chute that accommodated engines on both sides. Hoppers of coal were pushed up the incline by a yard engine and the coal dumped into bunkers below. Ashes were dumped into a cinder pit and later removed and loaded into cars by overhead crane. These same facilities were later used to coal engines by crane after the coal chute was dismantled.

Watering facilities were located alongside the sandhouse, and in front of the depot and east of the depot for passenger engines and trains. Two 50,000 gallon wooden tanks were constructed in 1932 to supply the railroad complex with treated water.

The following announcement sent a shock wave through the community:

> Effective 7 o'clock Thursday morning, November 12, 1903, the locomotive and car classified repair shops of the Baltimore and Ohio Railroad Company at Garrett, Indiana, will be closed for an indefinite period.
>
> By Order
> C. Brezinsky, Master Mechanic
> Approved by
> T.C. Foley, Division Superintendent
> and
> G.A. Schmoll, Superintendent of Motive Power

This idled 400 men, although only 274 classified locomotive repair workers (the highest paid shopmen) were actually furloughed. No reason for the closing was given. Two possible explanations involved the attempted entrance of the Rockefeller and Gould Wabash into Pittsburgh for U.S. Steel's business or the fact that the Pennsylvania Railroad had purchased control of the B&O in 1903.

The Baltimore and Ohio was the major source of income for Garrett at the turn-of-the-century. Here men line up behind the round-house on payday.

Every locomotive shop and roundhouse had a diminutive shop switcher to move engines on and off the turntable. In 1904, 0-4-0 #4 served the Garrett Shops.

Little #4 moves a compound tenwheeler showing the damage of a head-on collision onto the Garrett turntable.

Inside the shops locomotives received routine care and more complicated rebuilding in the case of wreck damage.

Four Photos: Grimm Collection - Garrett Historical Society

The hazards of railroading continued to show themselves for many years as there were a number of men who could be found around Garrett, as in other railroad towns, missing an arm or a leg. In 1906, the *Clipper* reported that only twelve men had been killed on the Chicago Division that year. It was also in 1906, that locomotive #2702 ran away in the Garrett yards. This engine was just in off the road and was standing on the track south of the coal chute under a full head of steam. Someone boarded the locomotive, opened the throttle, and jumped off. #2702 came through the yards and on to the center pit track where Hostler John Johnston was aboard the #944. Seeing the #2702, Johnston threw his engine in reverse to stop the runaway. The following collision knocked Johnston to the cab deck. #2702, however, continued running at 20 miles per hour---pushing the #944. The two engines continued up the roundhouse lead, through the passage stall, and on to the turntable where #2033 was standing. The trio of locomotives crossed the table and smashed into engine #2018, driving it through the brick roundhouse wall. Almost miraculously only the #944 was damaged to any extent.

In 1906, Garrett's second railroad arrived in the community at the transfer corner of Cowen and King Streets. This was the Toledo & Chicago Interurban Railway Co. The Fort Wayne Division, of which Garrett was the junction, extended from there to Kendallville via Avilla, Auburn, and Fort Wayne. It involved approximately 50 miles of rail. Passengers rode in 52 foot long, single end, three compartment cars built by the Niles Car Company. These cars had a top speed of 60 miles per hour, but usually cruised at 45. Passengers knew when the interurban was approaching because of a distant hum and singing of the overhead wire. Garrett-Fort Wayne service was hampered in the spring when tracks became completely submerged in a peat bog. In earliest days, Fort Wayne would dispatch a car to the south edge of the peat bog where passengers transferred to a car on the other side to continue their journey to Garrett.

The T&C went into receivership in 1908, when it was purchased by the Fort Wayne & Northern Railway on April 12, 1913. This road was sold to Indiana Service in 1924

Continued page 12

Atlantic-type locomotive #1458 went into Garrett Shops looking like this -

and left the Shops ready to return to passenger service.

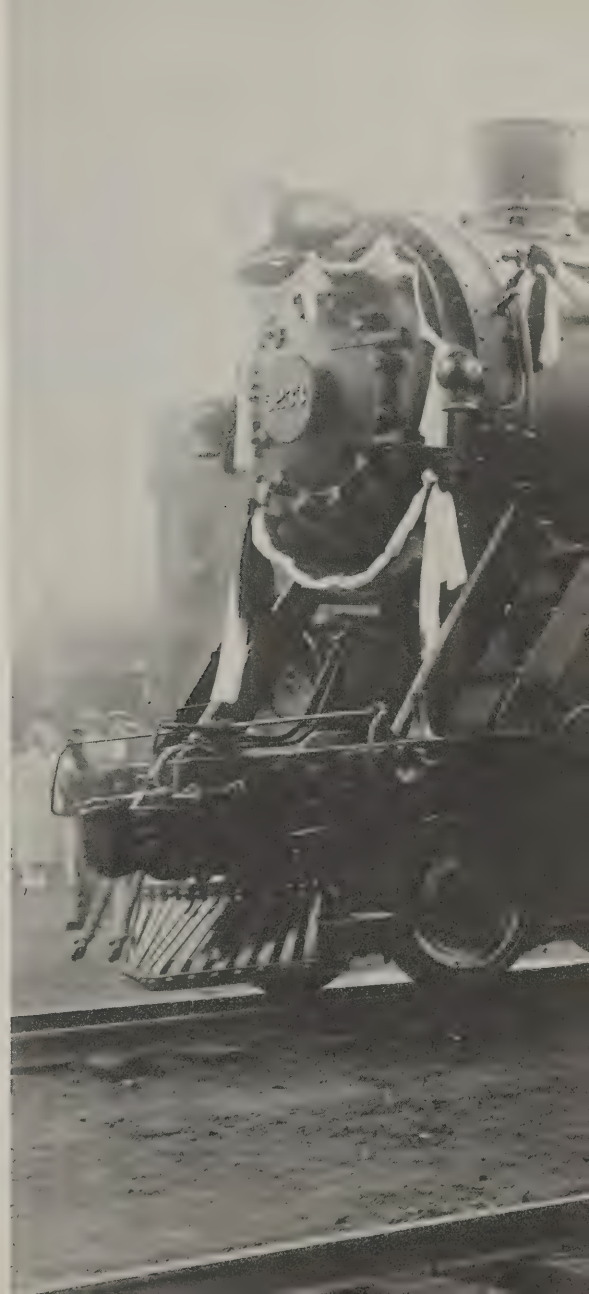
Two Photos: Grimm Collection - Garrett Historical Society

The untimely death of President Warren G. Harding while traveling in California brought a poignant moment to Garrett near midnight on Monday, August 6, 1923. The body of the Chief Executive was being returned to Washington, D.C., for state funeral services. The eleven car train arrived in Chicago via the Chicago and North Western. The train was turned over to the B&O at Western Avenue.

Pacific-type #5232, Engineer W.T. Eagan and Fireman Ed Rahrig, pulled the train from Chicago. The conductor was B.C. Lewis. Engine #5241, Engineer H.C. Barretta and Fireman J.C. Knisely, shadowed the train should engine trouble occur. Scheduled to arrive in Garrett at 7 PM where an engine change would take place, the special actually arrived near midnight as crowds in the towns along the division had slowed progress.

A crowd estimated at 10,000 had gathered at the Garrett depot. Governor Warren T.McCray was present to lay a floral tribute on the casket as were members of the American Legion with colors and armed escort.

The crowd gathered in hushed respect near the observation car "Superb." Draped engine #5233, Engineer G.M. Ray and Fireman J.W. Worick, coupled to the train and in a few minutes the low moan of the locomotive whistle announced the special's departure. Again, the train was followed by a relief engine, #5235, with Engineer J.E. Manion and Fireman H.E. Traxler.



Garrett Historical Society

The Toledo & Chicago interurban cars gave the citizens of Garrett convenient connections to neighboring communities. Here the "Local Train" picks up passengers at King and Cowan Streets.

Robert W. Parker Collection

The increase in passenger traffic and the need for office space and overnight accommodations caused the Baltimore & Ohio Railroad to enlarge the Garrett depot in 1910.

which, in turn, was sold to the Indiana Railroad in 1930. Passenger service ended in March 1937, while freight service continued between Fort Wayne and Garrett until 1949 when the tracks were taken up.

World War I increased the traffic on American railroads. Garrett, too, experienced this boom of war-related train movements and the yards were enlarged to better handle the situation at a cost of $100,000. The depot had been enlarged in 1910 to its present appearance. The old roundhouse and turntable had been replaced in 1912 by a new roundhouse and 100-foot turntable capable of handling the larger engines then being developed. The government take over of the nation's railroads during the war was not noteworthy for success except for the development of the United States Railroad Administration's standardization of locomotive design. The first of these USRA engines was delivered to the Baltimore & Ohio by Baldwin on July 4, 1918. This locomotive (#4500, 2-8-2 Mikado-type, class Q-3) and her sisters brought powerful, dependable road power to the railroad that spelled the beginning of the end for intermediate shop towns like Garrett.

October 30 and 31, 1924, saw Garrett celebrate a "Golden Jubilee" honoring the 50th Anniversary of the community. The *Clipper* published the following open invitation:

> Dear Friend,
>
> Come home again to Indiana and join the merry throng at Garrett, your old stamping grounds, October 30 & 31, Garrett's Golden Jubilee, celebrating the 50th Anniversary of the good old town and also commemorating the entrance into Garrett of the B&O RR.
>
> The B&O will make an extensive exhibition of old equipment besides the annual potato contest....

The "Atlantic" was the featured B&O display. In 1835, it had pulled the first train into Washington, D.C., where it had been greeted by President Andrew Jackson. This engine continued in service throughout the Civil War years, eventually doing switching chores. It was removed from regular service in 1895.

The Baltimore & Ohio proudly displayed the historic "Atlantic" at the Jubilee Celebration in 1924. She served as a "coupling-pin" between the past and the present.

Robert W. Parker Collection

P-6 Pacific-type #5230, an example of the finest passenger power then running on the Chicago Division, was on display for comparison with the antique "Atlantic."

It was pointed out that the "Atlantic" was more than a relic of the past. It was, in a sense, the coupling-pin between the founders of America's First Railroad, The Baltimore & Ohio, and the management and men of the B&O at the time of the Jubilee. One of those men, President Daniel Willard, had traveled to Garrett to speak on Thursday the 30th. As tours of the shops were planned, all company buildings were repaired and painted red and the interiors were whitewashed and trimmed in black. Of special interest was the parade of the seven shop crafts with a float representing each. Yet, the Jubilee Celebration proved to be the last hurrah for Garrett as a shop town.

June 14, 1926, the railroad announced that fifteen machines were being removed from the Garrett machine shop to the shops at Willard and South Chicago where they would replace obsolete equipment. The announcement noted that the transfer of machines did not involve the transfer of any mechanics or foremen as no men had been assigned to these machines for some time. At that time, the shop force was down to 280 men from 700 in the fall of 1922 when employment picked up after a prolonged strike. A large number of those who had been furloughed had found employment in the maintenance-of-way department. No more transfers or furloughs were said to be forthcoming, but the Garrett Shops were dead.

This was a necessity as the railroad felt that centralized repair shops would be more practical as it was now company policy to run locomotives through between Chicago and Pittsburgh. The B&O stated, "It is not practical to continue making extensive repairs at intermediate points such as Garrett."

The town was hurt. Families depended on the payroll of the shops for a livelihood. Attempts to bring other industries to Garrett were only moderately successful. To replace the familiar shop whistle twice a day, Garrett's mayor ordered the city light plant to blow a morning and evening blast.

The Depression years were crushing for all railroad towns across the U.S. Unused locomotives sat in long storage lines. Freight yards were full of empty cars. Passenger trains felt the result of short money supply and easy personal transportation in the form of the automobile. Many men were furloughed with little chance of a call back to work. During these lean years, The Akron and Chicago Divisions were combined and the headquarters moved to Akron, Ohio. This stripped Garrett of its position as division headquarters that she had enjoyed since 1875.

Gathering war clouds in Europe began to spark an upturn in business. Stored equipment was pressed back into service and the furloughed men recalled. This war-related traffic forced the B&O to restore the Chicago Division as a separate operating unit and Garrett again headquartered the operation. As example of the traffic increase, the average freight train of 1921 consisted of 37.4 cars, carrying 651 tons of freight, while in 1941, the number of cars had increased to 50.3, and tonnage to 915.

As the war started, Q-3 and Q-4 Mikados were the first line freight power. They were supported by E-24 and E-27 Consolidations. Yard work was in the hands of L-1 and L-2 0-8-0 switchers. Passenger trains were handled by capable P-6 Pacifics with P-7 "Presidents" making occasional appearances. Two of the V class Hudsons pulled the night express trains. EA diesel units were assigned to the *Capitol Limited*.

The eastbound tonnage trains were known as "94's." "97's" were westbound freights that started west from Willard in the early evenings. The east end locals were #101

Garrett Historical Society

This photograph of yard brakemen and a switch crew tells much of what their job was about. Note the brakebat and signal lantern, each tools of that dangerous trade.

William Cramer Collection

Caboose #C998 was typical of cars that brought up the rear of freight trains and where conductors and flagmen worked. The State of Ohio outlawed them, thus ending their road careers.

and #102. Add to that the extras and coal drags and it is apparent how busy the division had become.

In 1942, the ODT cut Baltimore & Ohio's order for 23 diesels to nine. As a direct result, the railroad's Mechanical Department embarked on an extremely successful rebuilding program at the Mt. Clare shop. This involved taking 2-8-2 Q-laa locomotives that had been built in 1911-1913 and converting them into modern T-3 4-8-2's. Improvements included a firebox combustion chamber to provide additional heating area; a lengthened boiler shell; Baker valve gear; cast front bed section including cylinders, air pump brackets, and bumper deck; oil lubrication on all driving journals; stoker; superheaters; and two cross compound air compressors. To compliment the enlarged and more efficient locomotive, a new tender with a capacity of 25 tons of coal and 20,000 gallons of water was added. Numbered from #5555, these Mountain-type locomotives began to make their presence known on the Chicago Division-first supplementing the Mikados that had for years been the standard power and after the war, replacing them. These "War Babies" became synonymous with Garrett until the end of steam.

Comparison of Statistics

	Original	Rebuilt
Class	Q-1aa	T-3
Type	2-8-2	4-8-2
Cylinders	26"X32"	26"X32"
Pressure	190 PSI	230 PSI
Drivers	64"	70"
Weight on Drivers	223,600 Lbs	255,000 Lbs
Cylinder Horsepower	2128	2990
Pounds of coal consumed per 1,000 ton miles	78.4 vs.	65.7.

The possibility of dieselization of the Chicago Division and its implications to the labor force at Garrett was staved off in post war years. The relatively flat and straight Division offered an excellent opportunity for the "new"T-3's and a group of higher drivered Mountain-types purchased from the Boston & Maine(T-4,5600's) to show their mettle. A new steel and concrete coaling tower with a 500 ton coal capacity and 300 ton sand bin was put into service in April 1947. Two 12-inch penstocks and a new ash pit completed the facility on the mainline west of Randolph Street. Thirty-five locomotives, not including switchers, were serviced daily. Total cost was $110,000.

Other post war improvements included the war-postponed maintenance-of-way work. The *Timesavers*, merchandise trains that ran on passenger train schedules,were introduced. The streamlined version of the *Capitol Limited* and *Columbian* made their appearance.

Text Continued Page 17

Garrett Historical Society

Garrett Historical Society

Roy W. Carlson/Bob Lorenz Collection

Left: The slanting nose of an E passenger unit became familiar in Garrett on the *Capitol Limited* and other name trains. Here the crew changes on No. 7. Top Right: The pressure of wartime traffic saw the B&O, like other railroads, press passenger locomotives into freight roles. Here Pacific #5235 lends a hand on eastbound freight leaving Garrett. Bottom Right: The east yards at Garrett were quite busy with three Q-4 Mikes in evidence. Today, little is left on this side of Garrett.

High-drivered American-type #881 stands ready to lead one of the Baltimore & Ohio's crack trains. This locomotive was built by Baldwin in 1892.

Mogul-type #949 was typical of the low-drivered freight power of the 1880's. Engineer Trainer (wrench in hand) had brought his little daughter along to pose with his polished engine.

Three photos: Garrett Historical Society

A Garrett, Indiana,

Engineer Ebersole (left) stands next to his compound B-18 Ten-wheeler #2009. In the early years of the 20th century, locomotives like this were first line freight power.

Consolidation #593 forms a background for nine of Garrett's railroaders. These dependable locomotives moved freight and switched the yards.

Sassmannshausen Collection

Garrett Historical Society

An old, folded photograph dated June 1883, shows #220, a camel-back Tenwheeler, at the Randolph Street Crossing. Several of these engines worked the Garrett yards.

Robert W. Parker Collection

Tenwheeler #1359 is pictured on the wye at Garrett. It was built by the Baltimore & Ohio in 1891, with 60-inch drivers and 25,046 lbs. Tractive Effort.

Locomotive Photo Album

D. Allen Bauer

Even though Garrett was a railroad town, it was not blasé when something new or special came to town. Here the "Lord Baltimore" has arrived on May 19, 1935.

Roy W. Carlson/Bob Lorenz Collection

Though not regularly assigned to Garrett, "Cincinnatian" Pacific #5304 and B&O's biggest, an EM-1 2-8-8-4, share the display track in July 1948.

Mikado-type #4626 has crossed Randolph Street and moved past the depot. Scenes like this were once so common that few took notice. — Roy W. Carlson/Bob Lorenz Collection

T-3 Mountain-type #5559 is shown on the pit track at Garrett on October 18, 1953. This class of locomotive made the Chicago Division's last steam run. — William Swartz

The period of the early 1950's saw the well manicured mainline of the B&O see a constant parade of T-3's on freights, Q-4's on the locals, and the diesels on the passenger trains. This was so common that David P. Morgan, Editor of *Trains* wrote, "The stock method of moving tonnage across Ohio, Indiana, and Illinois is to couple up a pair of homemade T-3 class 4-8-2's and take fullest advantage of a 60-mph speed limit. It is a sight."

And so it was, but time ran out for steam---and in a way, for Garrett. On March 22, 1958, T-3 #720 (the three-digit number was a result of diesel renumbering) pulled a railroad club special from Chicago to Willard and return to bring to an end steam's service on the Chicago Division. Soon the lines of stored engines which had been collected at Willard were sent to the scrapper.

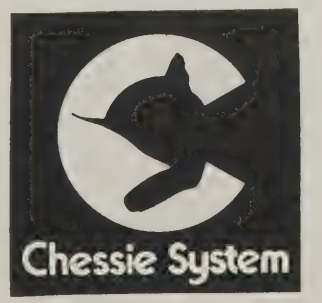
Along with the passing of the steam locomotive went literally hundreds of jobs as the diesels did not need ash pit men, boilermakers, pipe fitters, and the like. The Garrett roundhouse and the service facility became relics. There was talk of purchasing a T-3 for display, but dollars were hard to come by. An attempt to preserve the roundhouse failed and it, the pit, turntable, and coaling tower were demolished. Even the Randolph Street crossing gate tower was taken down, but it was preserved to become a part of the Garrett Historical Society's collection.

Another blow to Garrett was the departure of the last *Capitol Limited*, May 1 1971. The inbound crew of Louis Vanderbosch, Don Leeson, and Wayne Culler and the outbound crew of Lyle Hunter, L. G. Simpson, and Delmar Smith brought an end to 97 years of passenger service.

Garrett had remained division headquarters until the early 1960's. Today, it marks the divide between the Chicago East and Chicago West Subdivisions. As part of the Chessie System, the B&O is a lean and strong railroad and still an active part of Garrett, Indiana.

What has it meant to Garrett, Indiana, to be a Baltimore & Ohio Railroad Town? *The Garrett Clipper* in an editorial from the Jubilee issue in 1924 put it this way:

> There is no stigma of servility attached to such appellation (B&O Town), however; the men who are born and reared in, and who work for the railroad in a railroad town, are usually proud of their railroad and are its biggest boosters. Theirs is not exactly a selfish interest, but a species of loyalty in employment found only among men of a railroad town.



Looking east across the Garrett Yards from the Altona bridge, Photographer William Swartz caught T-3's 5571 and 5577 teaming up to move a hopper train.

Garrett Historical Society

An eastbound passenger train pulled by an Electro-Motive Diesel A and B unit is preparing to leave Garrett.

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W.B.S.---May 1980

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